

| | A | B | C | D | E | F |
|---|---|---------------------|--------------|--------------|---------------|--------------------------|
| 1 | ## North America Emission Control Area Fuel Oil Non-Availability Report | | | | | |
| 2 | ## ECA0100 | | | | | |
| 3 | ## 1 | 2 | 3 | 4 | 5 | 6 |
| 4 | ## | | | | | |
| 5 | ##(Include Double Pound for comments, not form fields) | | | | | |
| 6 | ##Report Form ID | Ship Operator Name | Vessel Name | Flag Country | IMO ID Number | Date of ECA First Notice |
| 7 | ECA 0100 | Eletson Corporation | MT DHONOUSSA | GR | 9306562 | 9-Sep-13 |

| | G | H | I |
|---|--|----------------------------------|------------------------------------|
| 1 | | | |
| 2 | | | |
| 3 | 7 | 8 | 9 |
| 4 | | | |
| 5 | | | |
| 6 | Location of ECA First Notice | Name of Ports after First Notice | Name of Last Port before ECA Entry |
| 7 | AT SEA. Vsl was sailing towards St. Eustatius (Initial disport but on 09th Sep ordered by charterers to change course for Houston) | Houston | Rio De Janeiro |

| | J | K | L | M | N |
|---|---|--|------------------------------------|--------------------------|--------------------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 10 | 11 | 12 | 13 | 14 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | Name of Port with Fuel Oil Supply Disruption | Name of Original Fuel Supplier with Disruption | Number of Fuel Suppliers Contacted | Date of Entry in the ECA | Time of Entry in the ECA |
| 7 | Rio De Janeiro. No LSFO avails as per sole suppliers msg (attached) | Petrobras | 1 available | Aprox 21 Sep 2013 | TBA |

| | O | P | Q | R |
|---|--|------------------------------------|--------------------|---|
| 1 | | | | |
| 2 | | | | |
| 3 | 15 | 16 | 17 | 18 |
| 4 | | | | |
| 5 | | | | |
| 6 | Sulfur Content of Non-Compliant Fuel Oil | Projected Hours on Main Propulsion | Name of First POC | Compliance Fuel Oil Available at First POC? |
| 7 | 2.75% | ABT 2 DAYS | Houston for Orders | YES |

| | | |
|---|---|----|
| | S | |
| 1 | | |
| 2 | | |
| 3 | | 19 |
| 4 | | |
| 5 | | |
| 6 | Plan to Bunker Compliant Fuel Oil at First POC? | |
| 7 | YES. PROVIDED SPECS 2010 AVAILABILITY AS RECENTLY WE HAVE HAD QUALITY ISSUES WITH LSFO BUNKERS LIFTED FM HOUSTON WITH HIGH ALU/SIL CONTENT IN ADDITION TO HIGH TCP VALUES | |

| | T | U | V | W |
|---|---|--------------------|-----------------------------------|---|
| 1 | | | | |
| 2 | | | | |
| 3 | 20 | 21 | 22 | 23 |
| 4 | | | | |
| 5 | | | | |
| 6 | Number of fuel suppliers contacted at First POC | Name of Second POC | Compliant Fuel Oil at Second POC? | Plan to Bunker Compliance Fuel Oil at Second POC? |
| 7 | To be advised via brokers LQM | N/A | N/A | N/A |

| | X | Y | Z | AA |
|---|---|----------------------------------|------------------------|--|
| 1 | | | | |
| 2 | | | | |
| 3 | 24 | 25 | 26 | 27 |
| 4 | | | | |
| 5 | | | | |
| 6 | Number of Fuel Suppliers Contacted at the Second POC? | Date of Exit from ECA? | Time of Exit from ECA? | Has this vessel operated in the ECA in previous 12 months? |
| 7 | N/A | Estimated stay 3 days. 25 Sep 13 | TBA | YES |

| | AB | AC | AD |
|---|---|------------------------------------|-------------------------------------|
| 1 | | | |
| 2 | | | |
| 3 | 28 | 29 | 30 |
| 4 | | | |
| 5 | | | |
| 6 | Number of Separate Visits to the ECA | Number of Ports visited in the ECA | Previously submitted ECA0100 forms? |
| 7 | Since Aug 12. 44 Visits. Sailing in/out | 22 | YES |

| | AE | AF |
|---|---|------------------------------------|
| 1 | | |
| 2 | | |
| 3 | | 31 |
| 4 | | 32 |
| 5 | | |
| 6 | Number of Submitted Reports | Designated Corporate Official Name |
| 7 | 37. Including this one for the whole fleet. Only one submitted FONAR for MT Dhonoussa for the 44 ECA visits. She is been in compliance throughout this period in all cases but one. | Mr Ioannis Zilakos |

| | AG | AH |
|---|--|--|
| 1 | | |
| 2 | | |
| 3 | 33 | 34 |
| 4 | | |
| 5 | | |
| 6 | Designated Corporate Official E-mail operations@eletson.com | Designated Corporate Official Phone Number |
| 7 | | 0030-2104598377 |

| | |
|---|---|
| | AI |
| 1 | |
| 2 | |
| 3 | 35 |
| 4 | |
| 5 | |
| 6 | Description of Actions to Achieve Compliance |
| 7 | Vsl was originally scheduled to call only St. Eustatius for full discharge of her cargo loaded at Rio De Janeiro, where No LSFO was available depsite our best efforts to source same in anticipation of a possible call after St. Eustatius at an ECA port. On the 9th Sep vessel's charterers ordered vsl while at Sea to proceed for full discharge at Houston. Most likely this will be at the Houston Hofiti terminal where suppliers CHEMOIL can deliver LSFO ex pipe |